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THE PORT OF PORTLAND DRY DOCKS

TARIFF NO. 12 OF DRY DOCK RATES WITH RULES AND REGULATIONS

EFFECTIVE OCTOBER 1, 1931
ALL PREVIOUS RATES ARE HEREBY CANCELLED

ISSUED BY
The Port of Portland
A MUNICIPAL CORPORATION
PORTLAND, OREGON, U. S. A.

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The Port of Portland Dry Docks

The Port of Portland dry docks are a publicly owned utility. The Port of Portland does no work on vessels but local contractors are equipped to do all kinds of ship repairs. Competitive bids for repair work can readily be obtained at this port. In all cases the contract for dockage is between the vessels and/or its owners and The Port of Portland. All bills are due and payable when vessel is undocked.

Dry Dock Rates

APPLYING ON GROSS TONNAGE OF VESSELS

	DOCKING CHARGE OR FIRST DAY (24 hrs.)	LAY DAYS EACH 24 HRS.
Up to 999 gross tons.....	20 cents per ton	10 cents per ton
1000 to 2099 gross tons.....	18 cents per ton	10 cents per ton
2100 to 4999 gross tons.....	\$375.00	10 cents per ton
5000 gross tons or over.....	7½ cents per ton	7½ cents per ton

RIVER SCOWS AND BARGES:

100x25 or equal to 2500 square feet deck area.....	\$50.00	\$20.00
Over 2500 square feet deck area.....	60.00	20.00

SEAGOING BARGES and dismantled hulls will be docked as vessels on registered or calculated gross tonnage.

MINIMUM—Minimum charge for any vessel, except scows, \$50.00 any day or fraction.

EQUALIZATION—Vessels in any tonnage class will have the benefit of the minimum charge in the next larger tonnage class for equivalent period.

CARGO—Cargo will be charged for at 50 per cent of tonnage rates. No charge made for permanent ballast.

TIME ON DOCK—Twenty-four hours or less constitutes the first day. First day charge accrues from time the vessel is "dry," which shall be when the deck of dock is above water or when dock is stopped and held partly submerged at vessel's request.

Twenty-four hours constitutes one lay day. Lay days will be pro-rated in quarter days. Minimum charge \$50.00.

In case a vessel is docked at the dry dock's convenience and during working hours of the day preceeding commencement of dry dock work, it is permissible only to wash down the vessel's hull with hose before docking charges commence to accrue. Drydock charges will in such cases accrue from 8 A. M. or from such previous time as drydock work is commenced, except in the event another vessel is waiting to go on drydock the first day charges on any vessel then on dock will commence at the time such vessel is dry as provided herein.

IDLE TIME—No charge will be made for vessels in dry dock on Sunday or holidays unless work is performed on the vessel, in which case regular rates will apply.

EXTRA DOCK WORK—Wrecked or other vessels requiring extra blocking will be charged for the additional labor and material required in preparing and clearing the dock; a charge will likewise be made for all keel and bilge blocks damaged by removal to effect repairs to a vessel. When it is found necessary to raise a vessel again, after beginning to sink the dock, lay day rates will be charged plus all additional expense caused the dock therefor; provided, however, if the vessel is floated and it is necessary to inspect the blocks, the charge will be 75% of regular docking rates (minimum \$50.00).

Vessels requiring a dock more than four weeks will be allowed to have the same only by special arrangement with The Port of Portland.

Auxiliary Service

Rates for use of tools, air or electricity, and for miscellaneous service are posted at plant and furnished on application.

WHARFAGE—The following charges for berthing at dry dock wharves will apply under Rule 11:

Vessels undergoing repairs, outfitting, etc., \$10.00 per day up to 20 days; \$5.00 per day thereafter, except that \$5.00 rate shall apply on all wharfage of vessel that is lifted on dry-dock.

Ship's crew performing regular work will not be construed as "repairs." Day rate will be charged for fractional days.

TOOLS AND APPLIANCES—Derricks of 10 and 20 tons capacity, and locomotive crane are available for lifting propellers, tail shafts, etc., and for other purposes.

There is a shop at the dock containing air compressors, drills, forges, lathes, shapers and other tools.

The contractor or the ship must hire and pay the mechanics direct, as The Port of Portland does not do repair work on vessels.

DIMENSIONS OF SECTIONAL DRY DOCKS

(Five Pontoons Each)

	No. 1 Dock	No. 2 Dock
Length	468 feet	492 feet
Width between wings.....	82 feet	94 feet
Depth of water over keel blocks.....	25 feet	27 feet
Lifting capacity, dead weight, tons (calculated)	8,000	15,000

Rules and Regulations

1. All vessels requiring the use of the dock or wharves must furnish men to handle the vessel, and warp it into and out of the dock, also furnish all hauling lines and lines to steady the vessel while being docked.

2. All vessels using the dock or wharves must at all times keep the same clear of dirt and rubbish and thoroughly clean and sweep the dock before the vessel is floated.

3. Sufficient stage planks and trestles for the use of the vessel while on the dock will be furnished by the dock on application. Vessels will be required to furnish all ropes for hanging stages. No ropes or chains of any kind will be furnished by the dock. Vessels or contractors may bring their own staging to the dock, but must remove same from dock and wharves upon completion of the work.

4. All water closets and urinals on vessels shall be locked up or fastened securely, and not used while vessel is in the dock, under penalty of Twenty Dollars (\$20.00) for infraction of this rule. In the event of any infraction of this rule, both the vessel and the owners shall be liable for said penalty, and the same shall be included in and form a part of the charges against the vessel and owners for the use of said dock.

5. All vessels while using wharves or dock, shall furnish and display lights during the night at each end of all gangways in use and comply with all harbor regulations.

6. All vessels lying at the wharves of the dry dock shall move at any time they are requested to do so.

7. Vessels to be docked must be put on even keel abeam and as nearly as possible on even keel fore and aft.

8. Lockers will be furnished by the dock for the storage of tools and the mixing of paints and the keeping of same while vessels are in dock or at the wharves, but no kerosene, turpentine, naptha, gasoline or other inflammable materials in quantity more than five gallons will be allowed to remain in lockers or on the docks or wharves over night. A duplicate key of each locker so in use will be given to an officer of the vessel or other person authorized to act for same. The right is reserved to refuse dockage or berth at the dry dock plant to any vessel having on board explosives or highly volatile products or which might from other causes create an unusual risk.

9. All staging and other gear of all kinds shall be put away and secured where ordered before the vessel is floated.

10. Any vessel desiring to work during the night must give notice in writing before 3:00 p. m. of the day preceding.

11. Vessels desiring to lie at the wharves of the dry dock to complete repairs, or for any other purpose incident to dry docking may be permitted to do so if the wharves are not otherwise occupied, upon making application and paying the proper charge. No charge will be made for waiting for dry docks or for two days before and after dry docking.

12. Vessels lying at the wharves or in the dock are strictly prohibited from dumping ashes or rubbish of any kind on or about the same.

13. Electric wires must not be interfered with under any circumstances.

14. Keel and bilge blocks, shores, etc., must be moved or replaced by the vessel upon the responsibility and at the expense of such vessel and only with consent of the dry dock authorities; provided, however, that any such consent given or any assistance rendered by the dry dock authorities or any representatives of The Port of Portland, shall in nowise affect the provisions of Rule 19 hereof absolving The Port of Portland from responsibility for damages under the circumstances stated in said Rule 19.

15. Any damage to the dock or wharves, or property connected therewith, caused by negligence or any other fault of the vessel, will be charged to the vessel.

Vessels must make provision that fuel oil will not be discharged while on dry dock or afloat at wharves.

The Port of Portland reserves the right to remove oil discharged in violation of this rule by any means it chooses and the cost of such removal or attempts to remove such oil will constitute a charge against the vessel in addition to the dock dues. Vessels and contractors will be held responsible for acts of their employees.

16. Smoking about the dry dock and wharves is strictly prohibited. Vessels, their agents and contractors must enforce this rule upon their own employees. In the event of failure of the vessel or contractor to control their employees in this respect, The Port of Portland will take such action as it deems necessary for the safety of the plant. The expense of extra guards or other provision necessary to overcome negligence of the employer in this respect, will be chargeable to the vessel and collected as a part of the service charges.

Any person employed on or about any vessel who shall fail or neglect to observe these rules or the orders of the dry dock authorities, or shall use profane or indecent language, or otherwise render himself obnoxious, shall be immediately discharged, and shall not again be allowed upon such vessel while in the dock or at the wharves of The Port of Portland.

17. Vessels docked with cargo aboard or with ballast logs alongside are taken at the vessel's risk. The Port of Portland assumes no responsibility in such cases for damage to dock, vessel, or cargo.

18. Scows shall vacate the dock upon order of the dry dock authorities whenever the dock is required for other work and the dry dock authorities are authorized to remove scows in such circumstances. Any costs incurred in keeping a scow afloat or moored shall be payable as an additional charge.

19. The dry docks are available to vessels for vessel's account under provisions of this Tariff, Rules and Regulations, only after regular form of application has been signed by an authorized person on behalf of the vessel. When any vessel is docked at the request of the owner or his agent and thereafter a contractor is engaged by said vessels and undertakes work upon said vessel, such contractor and his or their agents and/or employees, shall under no circumstances be regarded as the agent of The Port of Portland and The Port of Portland assumes no responsibility for damages to the ship or cargo by reason of any act committed by such contractor or his agents and/or employees, and it is expressly stipulated that The Port of Portland is wholly absolved therefrom.

20. These rates, rules and regulations are subject to change at the pleasure of The Port of Portland.